



# GUIDE TO THE ROYAL DANISH AIR FORCE MUSEUM



- Get a close look at the exciting history of the Royal Danish Air Force
  - Map of the Exhibition





THE RDAF MUSEUM



# PILOT





## Introduction to the exhibition

On December 12th, 2006, HRH Prince Joachim inaugurated a 4,000 m<sup>2</sup> expansion of the Royal Danish Air Force Museum. This new exhibition space allows for an enhanced visitor experience and has made it easier to accommodate large aircraft.

The new exhibition hall provides the setting for an air force museum that seeks to portray the development of Danish air defence and military aviation up to present day. The museum as a whole constitutes a cultural project of significant regional and national import.

Designing the presentation has taken place in close collaboration with the Air Force Historical Collection The exhibit, which spans from the appearance of the first Danish military aircraft in 1911 to present-day F-16s, is highly accessible and authoritative.

The exhibition's chief purpose is to gather

all facets of Air Force materiel and tell the entire history of the Danish Air Force on the various museum info boards and posters, so that anyone who has served in the Air Force will be able to find texts or objects with which they are able to identify.

All aircraft and exhibition items are on loan from the Air Force's Historical Research Agency, and a large part of the exhibition has been restored thanks to volunteer efforts by the Air Force's Retirees' Association, as well as Opsund Ungdomsskole, and the volunteer group at Denmark's Aviation Museum.

All captions, display cases and special exhibitions about the Air Force in international operations have been designed by volunteers from the RDAF Museum.





# The History of the RDAF from 1950 to 2014

## Amalgamation of the air services

The competition for economic resources in the 1920s and 1930s meant that both the Army and the Navy sought to maintain the independence of their own air arms.

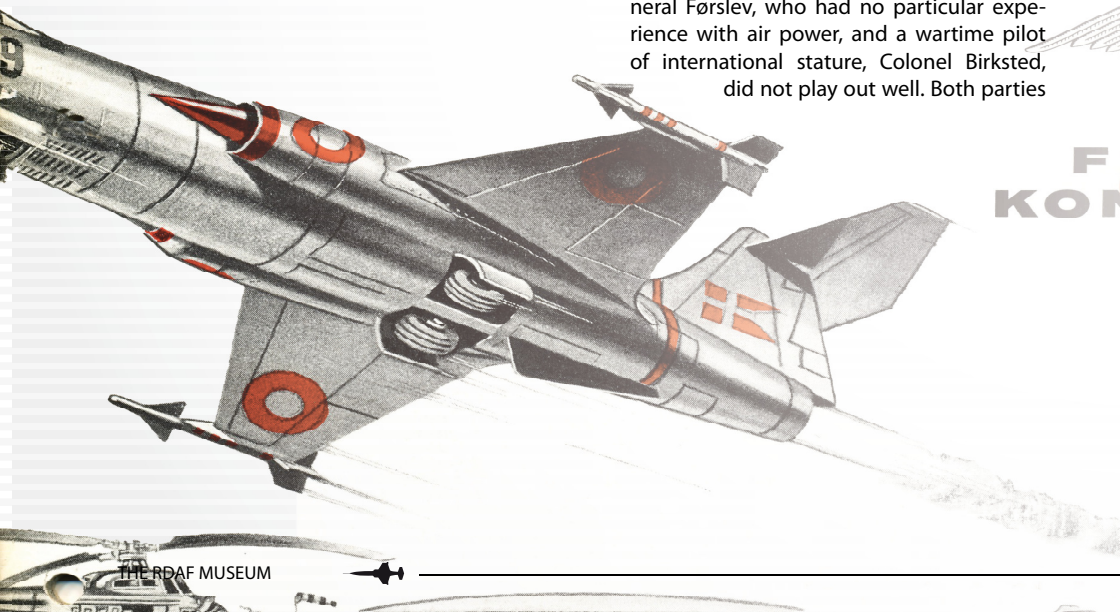
However, when the Army Air Corps and the Naval Air Service were to be re-established, after the end of the German occupation in May 1945, a significant attitude change had taken place. Air power's contribution to, and impact on, the outcome of WWII had underlined its independent warfighting potential, resulting in an agreement to pool the limited resources to create an independent air arm.

The implementation of the transition from separate service air arms to a unified air arm, however, did not enjoy the same consensus. The matter was entrusted to the Defence Commission of 1946, which submitted an interim report on 15 April 1950 including a concrete bill.

This meant that parlia-

ment, at long last, could process and approve Law No. 242 on Defence Matters. The law, which was passed on 27 May 1950, constituted the legal basis for the establishment of the Royal Danish Air Force as an independent service on 1 October 1950.

At the establishment of the Royal Danish Air Force, Major General C.C. J. Førslev was appointed Lieutenant General and given the position of Commander of the Air Force. The staff of the Air Force Command was temporarily located at Air Base Værløse, but then moved to Vedbæk shortly after. Two operational regional commands were established and located in Karup, Jutland, and Værløse, Sealand, respectively. Colonel Kaj Birksted, who had served with the RAF and the Free Norwegian Forces for the duration of WWII, was appointed as Chief of Staff of the Air Force. The contrasts between the older staff officer, Lieutenant General Førslev, who had no particular experience with air power, and a wartime pilot of international stature, Colonel Birksted, did not play out well. Both parties







were frustrated and simply failed to communicate properly with one another.

At the same time, it became apparent that the two regional commands did not possess the required expertise to manage and develop the operational units in a satisfactory manner. In addition, the squadron leaders were young and inexperienced, possessing only a rudimentary understanding of the new aircraft materiel (Gloster Meteors and Republic F-84 Thunderjets), which was procured in substantial quantities. Flight training was conducted in a haphazard manner, resulting in fatal accidents in several instances.

The outcome was a dispute between the then-minister of defence, Rasmus Hansen, and Lt Gen Førslev. On 7 July 1954, British Air Chief Marshal Hugh Sanders was appointed advisor to Lt Gen Førslev, and subsequently work began with designing an organisational structure aimed at solving the identified problem issues.

Problems had been especially prevalent in the fighter squadrons in Jutland, and on 15 March 1955 Fighter Command was established to replace the two regional commands. Colonel K. R. Ramberg was appointed commander of Fighter Command, and the staff immediately began issuing regulations in order to limit unauthorised flying, thereby limiting the many crashes and flight incidents. By emphasising flight safety, Fighter Command managed to lay the foundation for the high professional standards that over time came to characterise the RDAF.

#### 1955 – 1960

During this period, the RDAF carried out a number of supply and emergency aid missions occasioned by international incidents, including the Suez Crisis (Gaza), the Hungarian Uprising and the earthquake disaster

in Agadir (Morocco). The RDAF also took delivery of a number of photographic reconnaissance aircraft of the Republic RF-84F Thunderflash type and fighters of the Hawker Hunter and North American F-86D Sabres types, as well as Lockheed T-33A trainers.

Aircraft detection radars were installed in Skagen, Skrydstrup, Multebjerg, Skovhuse and on Bornholm, as well as a Rescue Coordination Centre (RCC) in Karup.

The RDAF received six C-47 transport aircraft in military aid and seven S-55C rescue helicopters. Copenhagen Air Base was decommissioned and 721 Squadron (Sqdn) was reassigned to Værløse Air Base. From 1958, the RDAF began to take delivery of eight Catalina PBV-6As to replace the PBV5A aircraft procured in 1947. Toward the end of the '50s, the RDAF received three C-54 Skymasters in military aid. In April 1958, the artillery spotter unit, Vandel, was established, with its personnel drawn from Army pilots and Air Force mechanics. From 1959, the RDAF began to take delivery of fighter-bombers of the North American F-100D/F Super Sabre type.

#### 1960 – 1970

A new defence act meant that a unified command (BALTAP) was established in Karup., and as a corollary to Fighter Command's staff AIRBALTAP was established in the NATO command system. Rocket defence was transferred from the Army to the Air Force, so that the Air Defence group came into being on 2 July 1962. The Defence acts of 1960 furthermore provided for the construction of three helicopter-carrying inspection vessels of the Hvidbjørnen-class.

The Navy, in collaboration with the Air Force, procured five helicopters of the Sud Avi-





ation Alouette II type, which made up part of 722 Sqn. During the Cuban Missile Crisis in 1962, the Danish forces were set on "Reinforced Alert", and 729 Sqn flew reconnaissance missions in connection with the passage of Soviet ships through the Great Belt. In 1965, 722 Sqn had eight S-61A helicopters stationed on SAR-duty at the air bases in Værløse, Aalborg and Skrydstrup. The Air Force also took delivery of new fighters of the Lockheed F-104G type and Saab 35XD Draken to replace the F-86D and RF-84F as supplements to the F-100D.

#### 1970-1980

1969 brought a new defence act, which was different from the previous one of 1960 in that it instituted a joint command of the armed forces. The new structural change entailed the creation of Defence Command Denmark and the closure of Air Force Command and Force Development and Training Command. The commander of the RDAF, along with a small staff, made up part of the new command, which moved to Vedbæk. On 13 November 1970, the Catalinas were retired from the Air Force's order of battle.

The Army Air Service was created as an independent unit at Vandel in 1971 and equipped with new Hughes 500 Cayuse helicopters. An amendment in 1973 resulted in a reduction of the number of fighter aircraft

to 116, meaning that the Hunter Squadron (724 Sqn) was closed down the following year. The parliamentary finance committee approved the acquisition of three C130H Hercules, which were delivered in 1975. That same year, one of the new C-130 aircraft was deployed to the war in Angola. The Alouette aircraft were reorganized as an independent unit, the Naval Air Service, which was made subject to Admiral Danish Fleet HQ in 1977.

#### 1980 – 1990

Again, in 1982, the overall number of fighter aircraft was reduced – this time by 12 units. At the beginning of this period, the General Dynamics F-16 replaced first the F-100 and then the F-104G. The Naval Air Services was given eight Westland Lynx Md. 80s from 1980, after which the Alouette III helicopters were gradually decommissioned. To supplement the C-130s, the Air Force procured three Gulfstream G-III.

#### 1990 – 2000

On 9 November 1989, DDR allowed free passage to Western Germany – the fall of the Berlin Wall followed immediately, and a new world order was inaugurated.

At the close of 1990, a reorganisation of the higher commands of the Armed Forces took effect, in which the office of the Inspector General of the Air Force, along with its staff,







was shut down and a number of its administrative tasks were transferred to Fighter Command. On 1 January 1992, 725 Sqn was decommissioned, and the Draken aircraft were transferred to 729 Sqn. A C-130 was detached to NATO in July, in connection with the emergency supply effort to relieve the besieged city of Sarajevo.

In 1993, Air Base Avnø closed and the Flying School was transferred to Air Base Karup. Furthermore, 729 Sqn was shut down at the end of the year, and the era of the Draken aircraft came to a close. In 1994, Fighter Command took over the responsibility of running Station North, which hitherto had been part of a section in the Staff of the Defence Staff.

The decade's saddest event occurred on 3 August 1996, when G-III, no. F-330, crashed during its approach to Vagar Airport on the Faroese Islands. Both crew and passengers were killed, including the newly appointed Chief of Defence Admiral H.J. Garde. His successor, the Chief of the Defence Staff, Lt Gen Christian Hvidt, was promoted to full general and appointed Chief of Defence.

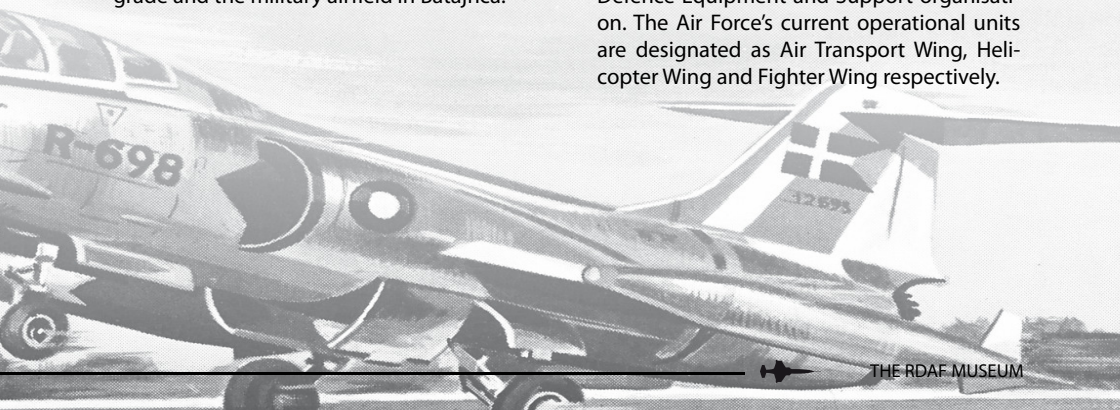
In January 1999, four of the Air Force's F-16s were deployed to the Italian air base Grazzanise, north of Naples. From here, the Danish aircraft took part in NATO's bombardment of targets in Kosovo and Serbia, including the Serbian Air Force's headquarters in Belgrade and the military airfield in Batajnca.

## 2000 – 2014

On 25 May 2000, a political agreement was reached concerning the framework for the Armed Forces for the period 2000-2004, which for the Air Force entailed that Air Base Værløse was to be closed, and 721 Sqn was transferred to Air Base Aalborg, while 722 Sqn was transferred to Karup. This meant that all three of the Armed Forces' helicopter types were now placed in three units at Karup and all fighters were now concentrated at Air Base Skrydstrup.

The Air Force's contribution to international operations comprised deployment of both fighter and transport aircraft. In connection with the operations in Afghanistan, the C-130s have been based in Kyrgyzstan and Kabul, together with e.g. Norwegian and Dutch C-130s. Significant organisational initiatives included the closure of the Air Defence Group and the reorganisation of the Control and Warning Service into an Air Control Wing.

The creation of a Combat Support Wing was undertaken with the intention of creating a platform with which to train the personnel that will make up part of the support element that will guide and mentor the Afghan Armed Forces. Finally, the responsibility for running the three air bases in Aalborg, Karup and Skrydstrup was transferred to the Defence Equipment and Support organisation. The Air Force's current operational units are designated as Air Transport Wing, Helicopter Wing and Fighter Wing respectively.









## Current Status

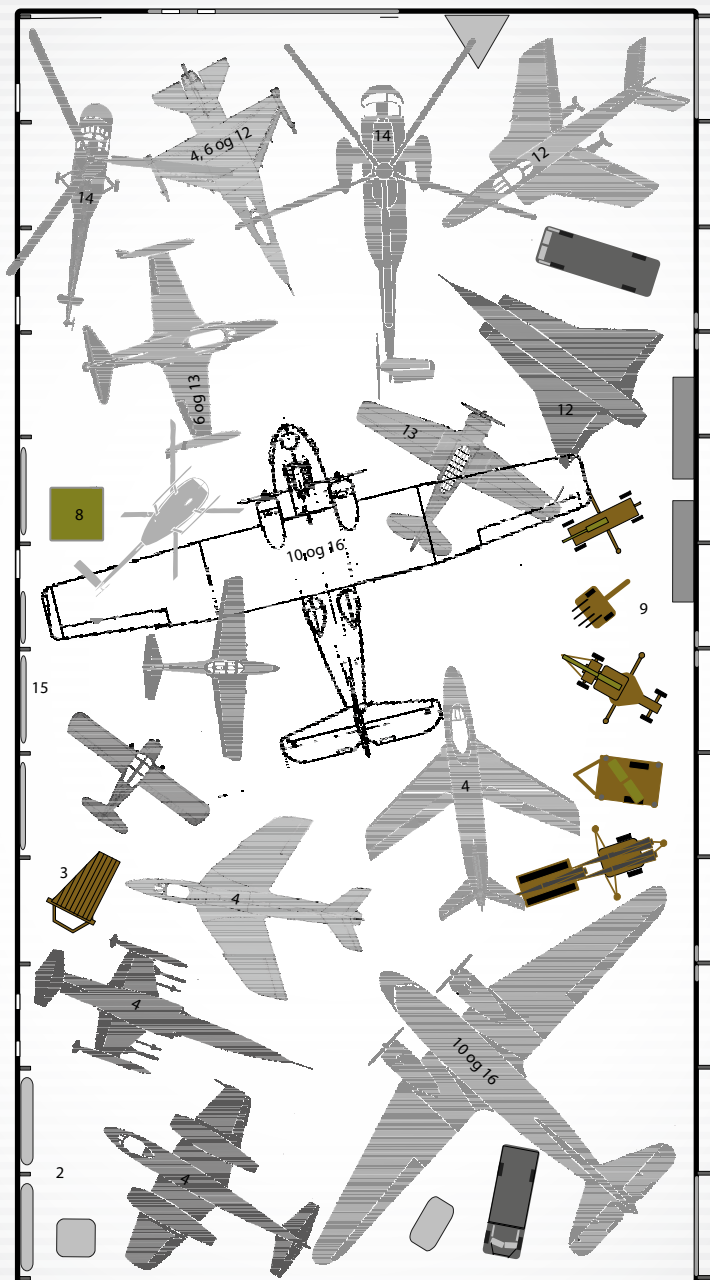
The Armed Forces' participation in international operations requires extraordinary efforts at home. The international commitments that currently take up most of the energy in the Air Force are naturally the operations in Afghanistan. Especially the C-130s are pulling a heavy load, which means that technical preparedness at the Air Transport Wing has had to be turned up a notch in order to keep the aircraft ready for operational duty. Likewise, the Challengers are in high demand for fishery inspections, environmental and maritime surveillance around Denmark and in the North Atlantic, as well as for combating pirates in the Indian Ocean, just as the planes are used for transporting ministers, delegations and government officers to various hotspots around the globe.

Since the beginning of the 1990s, the RDAF has detached more than 500 personnel to

international operations. In materiel terms, it is evident that the fleet has kept up with developments and undergone renewal. The fighter aircraft are still F-16s, procured in 1980, but they have been updated continuously. New transport aircraft of the C-130J type have been added recently, along with surveillance aircraft of the CL-604 Challenger type, and new helicopters of the EH-101 type. Also the Flying school's T-17s are considered up-to-date.

Within the next few years, decisions will be made with regards to the renewal of the fighter aircraft, when the F-16s reach their retirement age in 2018. At the time of writing, the choice continues to be between three types: the Swedish Gripen NG, the American F-18E/F Super Hornet and the American F-35 Lightning II, perhaps better known as the Joint Strike Fighter.









### 1. Before the Establishment of the Royal Danish Air Force

This part of the exhibition explores the time before the creation of the RDAF, from the Berg & Storm plane in 1912 to the Spitfire in 1950. Furthermore, there is a bust in honour of Kaj Birksted, who was instrumental in the creation of the independent air arm in 1950..

### 2. The Volunteer Ground Observer Corps

Volunteerism has always been an important attribute of the Air Force. This section of the exhibition lets you learn about observation towers and the dedicated volunteers who served in the Ground Observer Corps, the Air Home Guard and the Female Flying Corps (low-altitude warning)

### 3. Air Control and Warning

An FMP-radar illustrates the history of the Air Control and Warning Group (High-altitude warning and control of interceptors (Group 4)), the forerunner to the present-day Air Control Wing.

### 4. Interceptors

Interceptors are the aircraft who 24/7 have been ready to deal with hostile aircraft at high altitudes. They were directed from the ground by fighter controllers (Gloster Meteors, Hawker Hunters, F86D Sabres, F-104 Starfighters and F-16 Fighting Falcons)

### 5. Supporting the Police

The Air force and – prior to 2005 – the Army Air Service have always given substantial support to the police and society writ large. The Hughes H-500 helicopter on exhibition at this museum is an embodiment of that support

### 6. Fighter-bombers

Fighter-bombers F-100D Super Sabre and F-84G Thunderjet (will be delivered to the collection in 2014-15)

### 7. Scale Aircraft Models

Exhibition of the Air Force's aircraft in 1:20 scale. The aircraft have been produced in two copies, one for the Air force and one for the National Military History Museum. The models have been cut from wood, and the fittings have been made from metal at the now-closed main mechanics' shop in Værløse.

### 8. Helicopters at War

HELDET (Helicopter Detachment) expresses the Air Force's missions using helicopters in Iraq and Afghanistan; here displayed on a tableau, which shows the living quarters available to deployed personnel

### 9. Cannon and Rocket Defences

The cannon and rocket defences provided local area defence and protection of air bases against attacking aircraft. The cannon were placed in fixed positions near the air bases while the Air Defence Group, with Hawk missiles, was deployed in hidden positions, from where their task was to shoot down attacking aircraft

### 10. Transport Aircraft

From 1948, the C-47 Dakota and Catalina PBV 6-A handled all transportation tasks between Danish air bases, but they also took part in international operations, both in Gaza, Congo and other parts of the world. A major part of their service has been maintaining the connection between Denmark and Greenland, where the aircraft for many years constituted the link between the various realms of the Danish Commonwealth

### 11. Target Tugs

The target tug Fairy Firefly (will be delivered to the collection in 2014-15)

### 12. Photographic Recce

A major part of the Air Force's activities was acting as NATO's eyes to the east; illustrated in this exhibit by the FR-35 Draken and RF-84F Thunderflash, as well as a Daf Photo Bus. Today, the F-16 Fighting Falcon carries out this task with a specially mounted photo pod.

### 13. Pilot Training

Since 1948, the Air Force independently has selected pilots and been responsible for their basic training. Training for jets, however, has taken place in the United States and Canada. The museum has the following training aircraft on display: KZII (Exhibition Hall 2), KZVII (Exhibition Hall 2) and the Chipmunk (Exhibition Hall 1). All of these aircraft types are still in use. The Harvard and the T33A Silverstar can be seen at the Air Force exhibit.

### 14. Search and Rescue (SAR)

Since 1955, Denmark has had SAR helicopters. On display here, are the Sikorsky S55 and Sikorsky 61A, as well as the Catalina plane, which collaborated with the S-55 during rescue operations

### 15. Historical Timeline

A timeline that shows the main events in the more than 60-year history of the Air Force on the backdrop of other significant historical reference points

### 16. Greenland

The Greenland exhibit shows the flying boat's impressive undertakings in the North Atlantic and how it was possible to supply distant settlements, using both the Catalina flying boat and the C-47 Dakota fitted with skis. In recent times, these tasks have been carried out by the Air Force's C-130 Hercules and Challenger transport aircraft.





THE RDAF MUSEUM



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mandfolk

